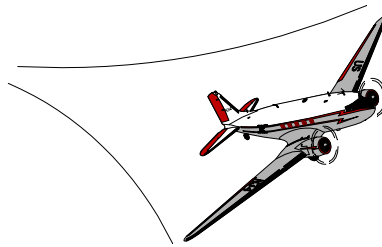


SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
Washington, DC



U.S. Department
of Transportation

**Federal Aviation
Administration**

No. CE-03-59
September 26, 2003

We post SAIBs on the internet at www.airweb.faa.gov

This is information only. Recommendations are not mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts you, an owner or operator of the **SCHEMPP-HIRTH models listed below**, that Luftfahrt-Bundesamt (LBA) has issued Airworthiness Directives (AD) 2003-265 and 2003-266, both dated September 16, 2003. These ADs call for the immediate grounding of the indicated sailplanes until further notice. Currently, no technical notes have been developed to address required actions.

Model	Serial Number
Discus b	551 up to 554, 568, 569, 571 up to 573, 575 and 577
Discus bT	77, 106, 146, 151 up to 154, 156, 158, 161 and 162
Discus CS	1CS up to 308CS

Note: The Discus CS and Discus bT sailplanes are not type certificated in the U.S.

Background

The LBA has reported an in-flight failure of a Discus CS wing structure. Initial analysis indicates failure in the bonding of the wing spar cap and spar web. In addition, SCHEMPP-HIRTH has identified potential bonding concerns of the wing spar cap and spar web on specified Discus b and Discus bT sailplanes. Failure of the bonding, if not detected and corrected, could result in an in-flight separation of the wing from the glider. A production defect cannot be excluded as a probable cause.

Recommendation

The FAA strongly recommends that, effective immediately, registered owners of SCHEMPP-HIRTH Models Discus b, Discus bT, and Discus CS with above stated serial numbers ground their sailplanes until further notice. Contact Schempp-Hirth at the address stated in this bulletin.

We are providing this information as a courtesy to owners and operators as we do not issue ADs for gliders that do not have a U.S. type certificate.

For Further Information Contact

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